

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UKLL

Terminal Charts For UKLL

Revision Letter For Cycle 08-2013

Change Notices

Notebook

General Information

Location: L'viv Ukr
IATA Code: LWO
Lat/Long: N49° 48.6' E023° 57.5'
Elevation: 1077 ft

Airport Use: Public
Magnetic Variation: 5.4°E

Fuel Types: Jet A-1
Repair Types: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0333 Z
Sunset: 1716 Z,

Runway Information

Runway: 13
Length x Width: 10843 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 1069 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 1345 ft

Runway: 31
Length x Width: 10843 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 1074 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 394 ft

Communication Information

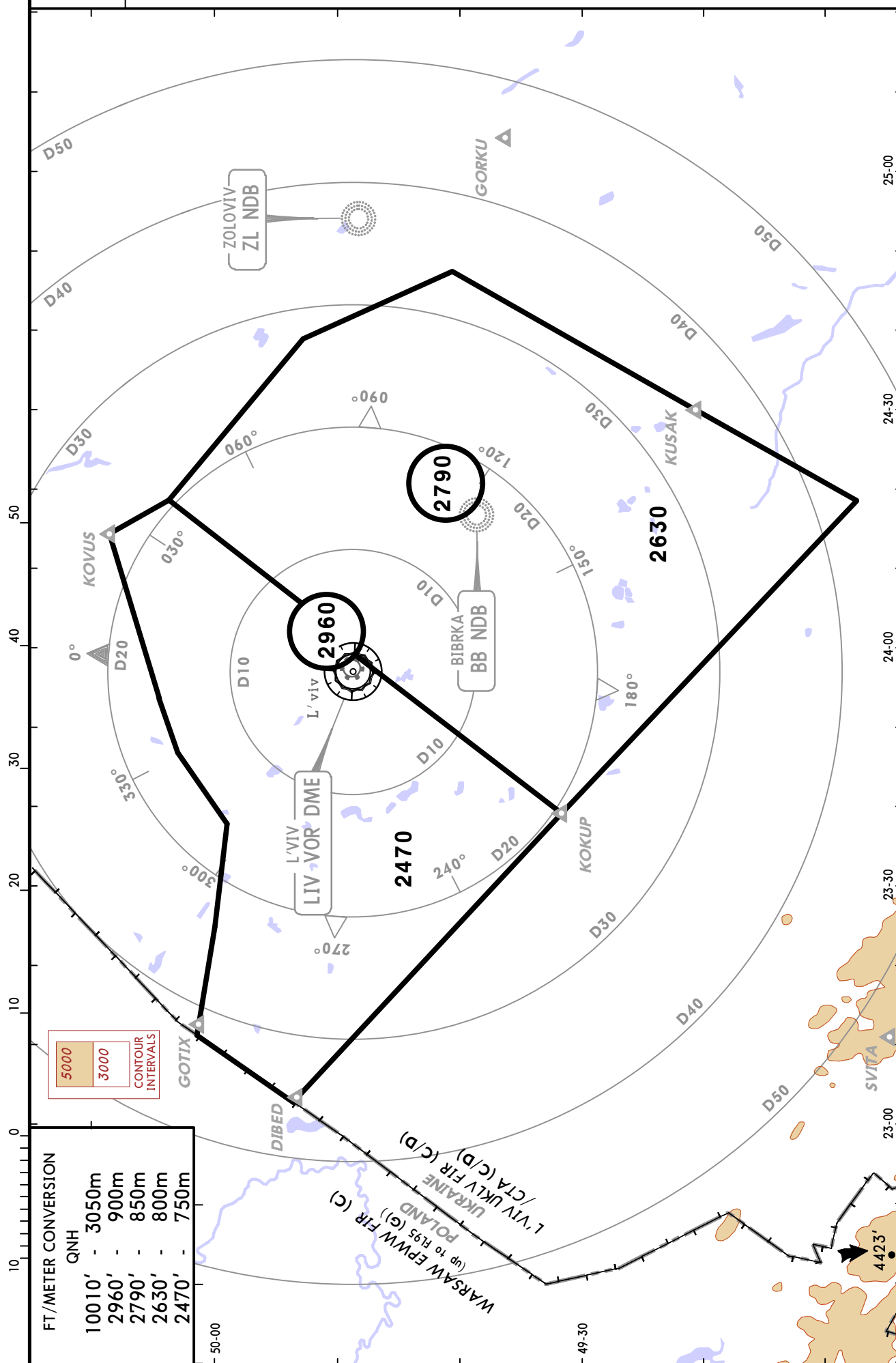
ATIS 128.7
ATIS 124.7 Non-English
L'viv Start Tower 124.0
L'viv Tower 128.0
L'viv Ground Control 119.0
L'viv Radar Approach Control 126.0

Apt Elev
1077'

Alt Set: hPa (MM on request)

Trans level: By ATC Trans alt: 10010'

This chart may only be used for cross-checking of altitudes assigned while under RADAR control.

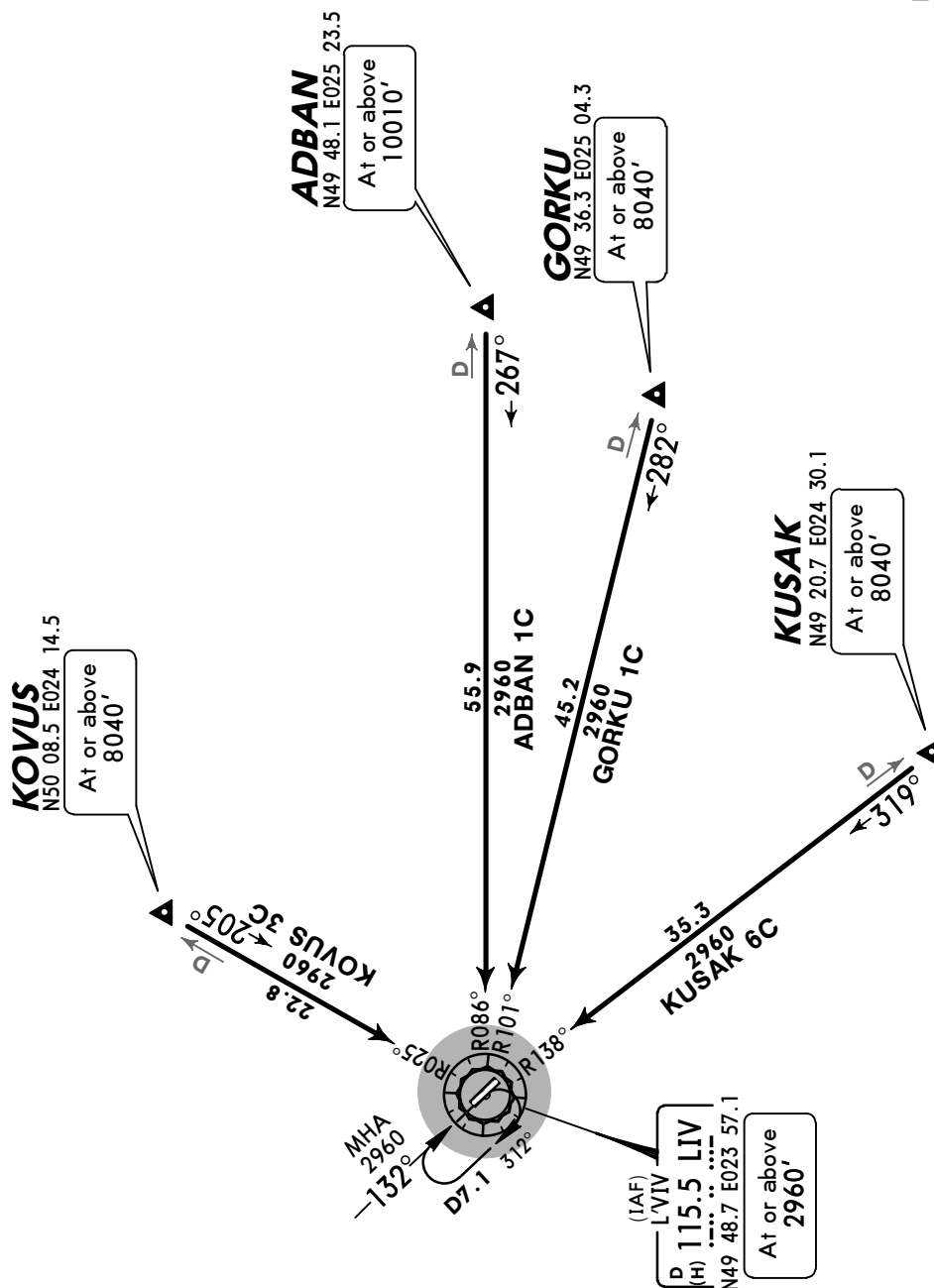
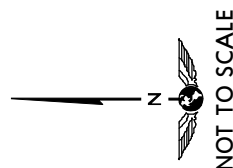
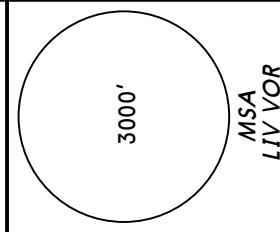


ATIS
128.7 (Russian 124.7)

Apt Elev
1077'

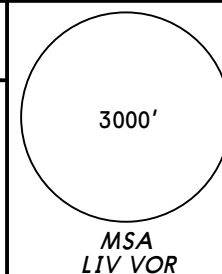
Alt Set: hPa (MM on request)
Trans level: By ATC Trans alt: 10010'

ADBAN ONE CHARLIE (ADBAN 1C) [ADBA1C]
GORKU ONE CHARLIE (GORKU 1C) [GORK1C]
KOVUS THREE CHARLIE (KOVUS 3C) [KOVU3C]
KUSAK SIX CHARLIE (KUSAK 6C) [KUSA6C]
RWY 13 ARRIVALS

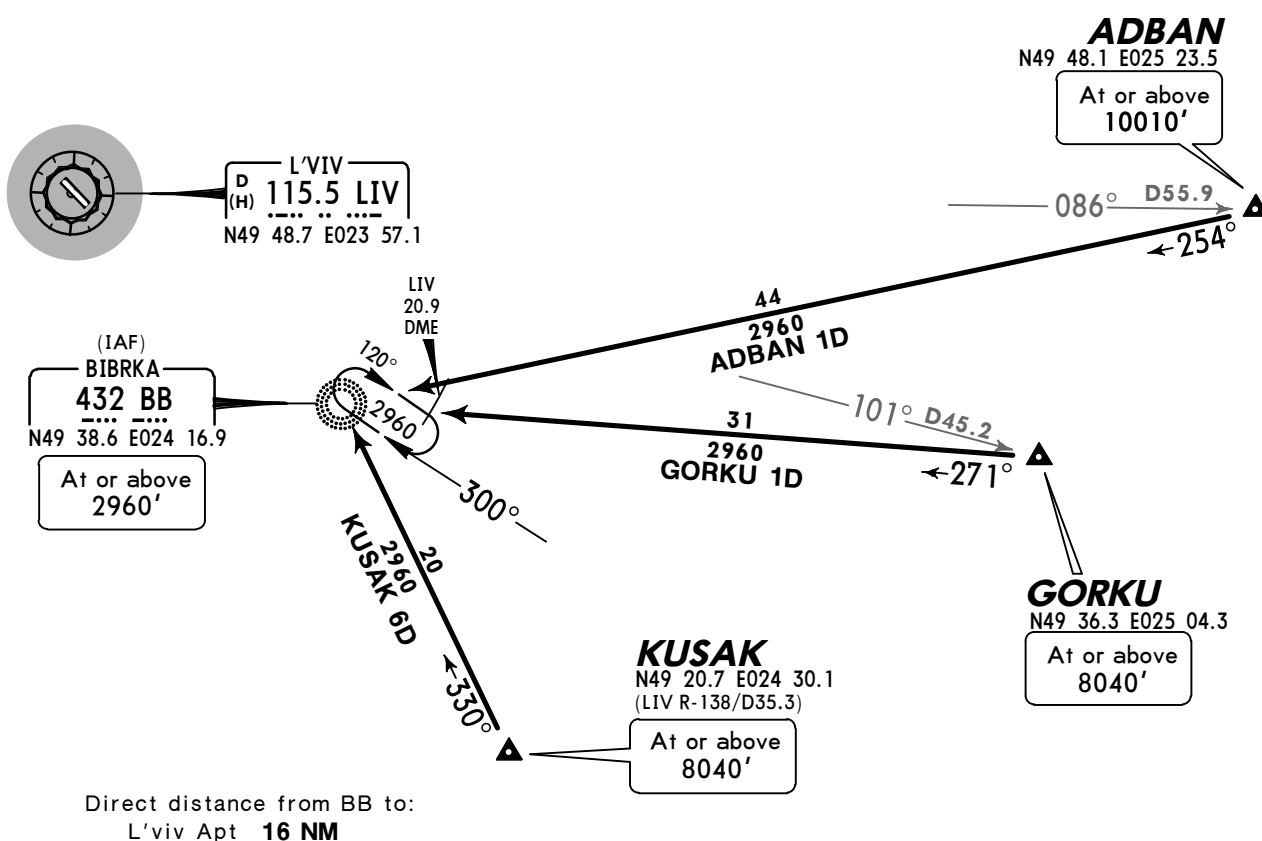


FT/METER CONVERSION	STAR	ROUTING
QNH 10010' - 3050m	ADBAN 1C	Intercept LIV R-086 inbound to LIV.
8040' - 2450m	GORKU 1C	Intercept LIV R-101 inbound to LIV.
2960' - 900m	KOVUS 3C	Intercept LIV R-025 inbound to LIV.
	KUSAK 6C	Intercept LIV R-138 inbound to LIV.

ATIS
128.7 (Russian 124.7)
Apt Elev
1077'
Alt Set: hPa (MM on request)
Trans level: By ATC Trans alt: 10010'



ADBAN ONE DELTA (ADBAN 1D) [ADBA1D]
GORKU ONE DELTA (GORKU 1D) [GORK1D]
KUSAK SIX DELTA (KUSAK 6D) [KUSA6D]
RWY 31 ARRIVALS



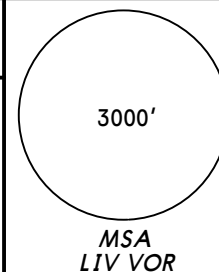
FT/METER CONVERSION	
QNH	
10010'	3050m
8040'	2450m
2960'	900m

STAR	ROUTING
ADBAN 1D	Intercept 254° bearing to BB.
GORKU 1D	Intercept 271° bearing to BB.
KUSAK 6D	Intercept 330° bearing to BB.

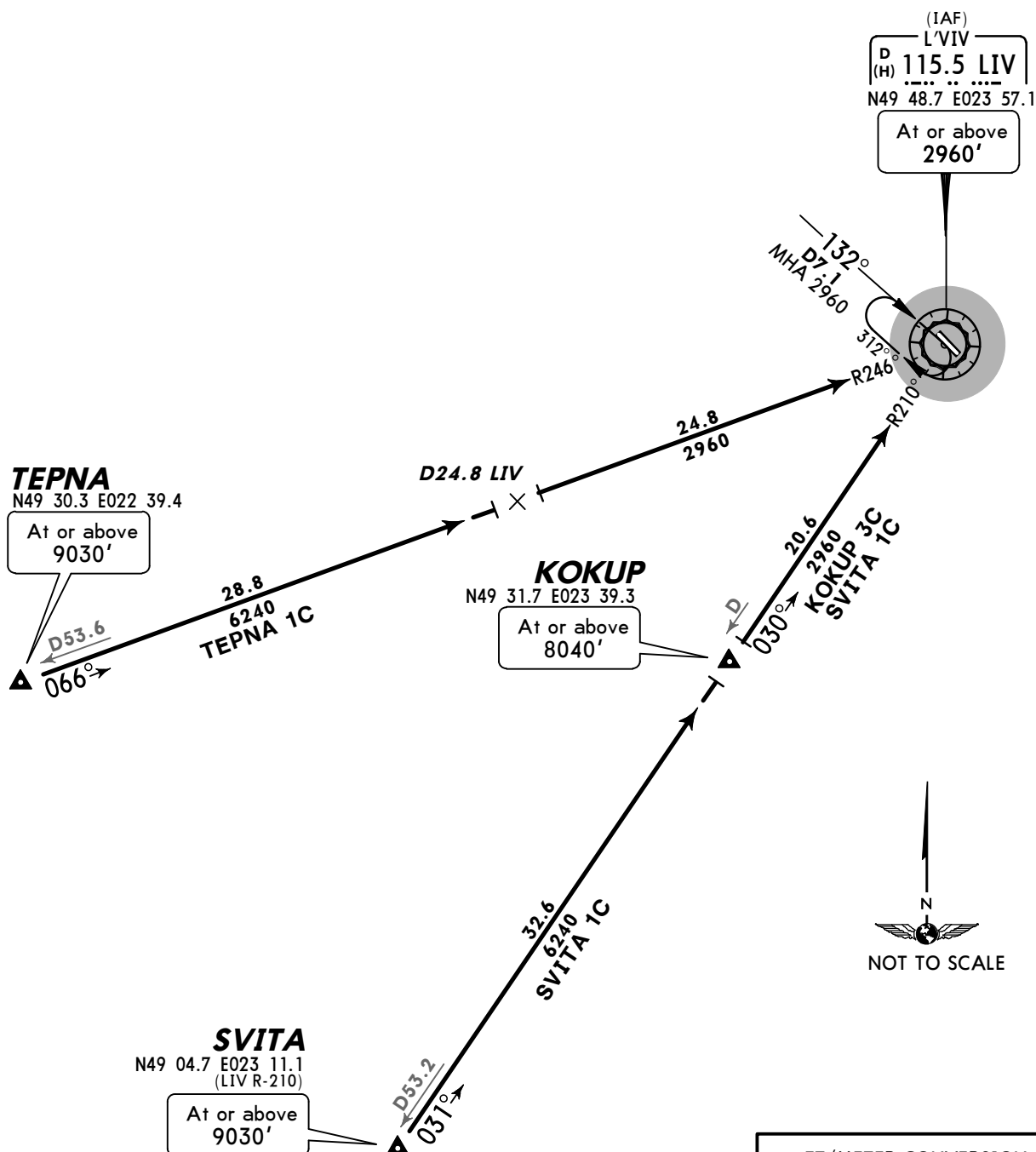
ATIS
128.7 (Russian 124.7)

Apt Elev
1077'

Alt Set: hPa (MM on request)
Trans level: By ATC Trans alt: 10010'

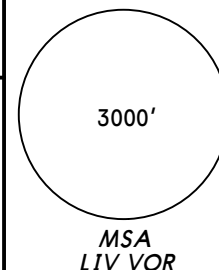


KOKUP THREE CHARLIE (KOKUP 3C) [KOKU3C]
SVITA ONE CHARLIE (SVITA 1C) [SVIT1C]
TEPNA ONE CHARLIE (TEPNA 1C) [TEPN1C]
RWY 13 ARRIVALS



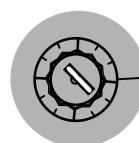
FT/METER CONVERSION	
	QNH
10010'	- 3050m
9030'	- 2750m
8040'	- 2450m
2960'	- 900m

STAR	ROUTING
KOKUP 3C	Intercept LIV R-210 inbound to LIV.
SVITA 1C	Intercept LIV R-210 inbound via KOKUP to LIV.
TEPNA 1C	Intercept LIV R-246 inbound to LIV.

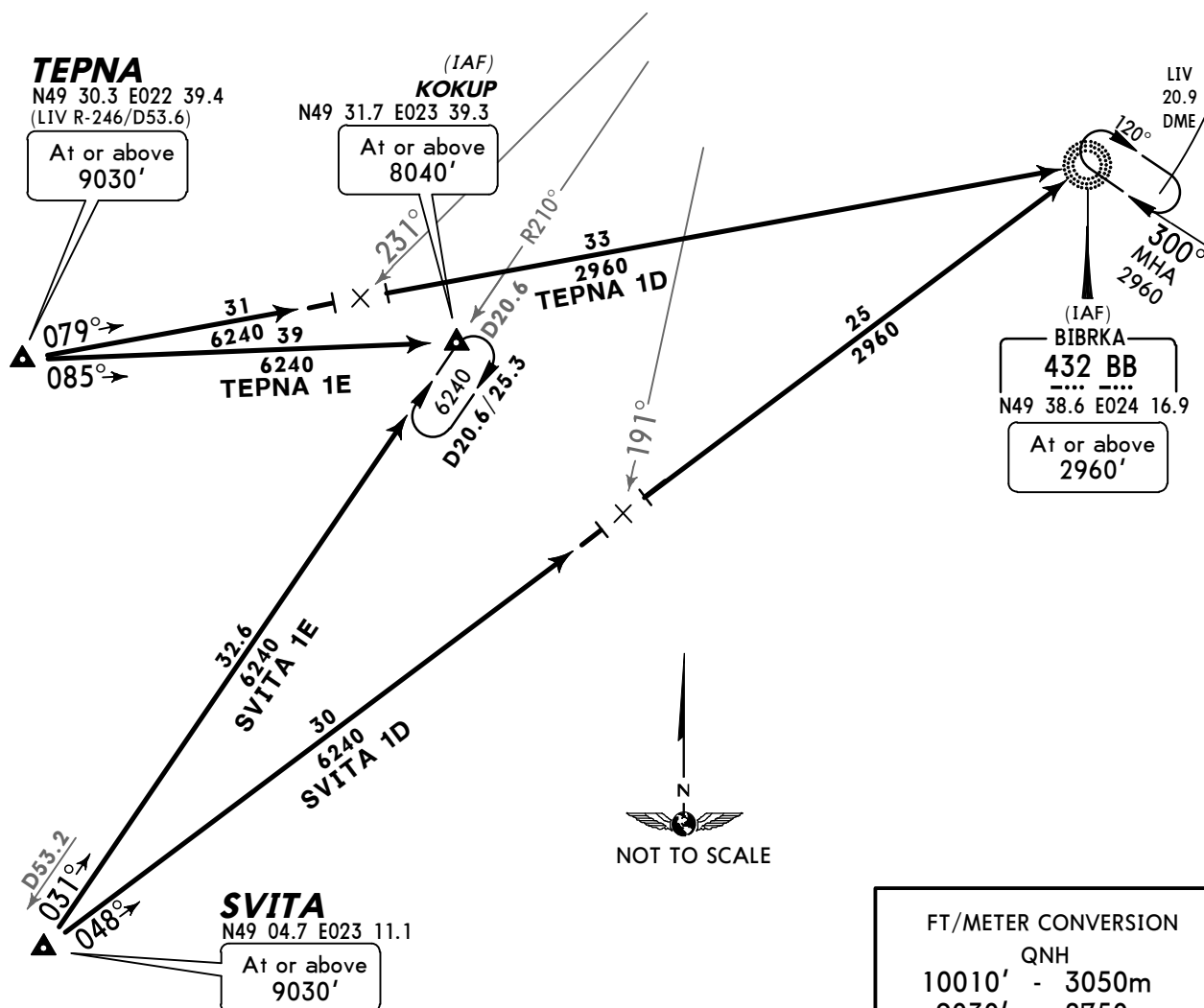
ATIS
128.7 (Russian 124.7)Apt Elev
1077'Alt Set: hPa (MM on request)
Trans level: By ATC Trans alt: 10010'

SVITA ONE DELTA (SVITA 1D) [SVIT1D]
SVITA ONE ECHO (SVITA 1E) [SVIT1E]
TEPNA ONE DELTA (TEPNA 1D) [TEPN1D]
TEPNA ONE ECHO (TEPNA 1E) [TEPN1E]
RWY 31 ARRIVALS

Direct distance from BB to:
L'viv Apt 16 NM



L'VIV
D (H) 115.5 LIV
N49 48.7 E023 57.1



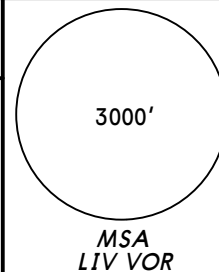
FT/METER CONVERSION	
QNH	
10010'	- 3050m
9030'	- 2750m
8040'	- 2450m
6240'	- 1900m
2960'	- 900m

STAR	ROUTING
SVITA 1D	Intercept 048° bearing to BB.
SVITA 1E	On 031° track to KOKUP.
TEPNA 1D	Intercept 079° bearing to BB.
TEPNA 1E	On 085° track to KOKUP.

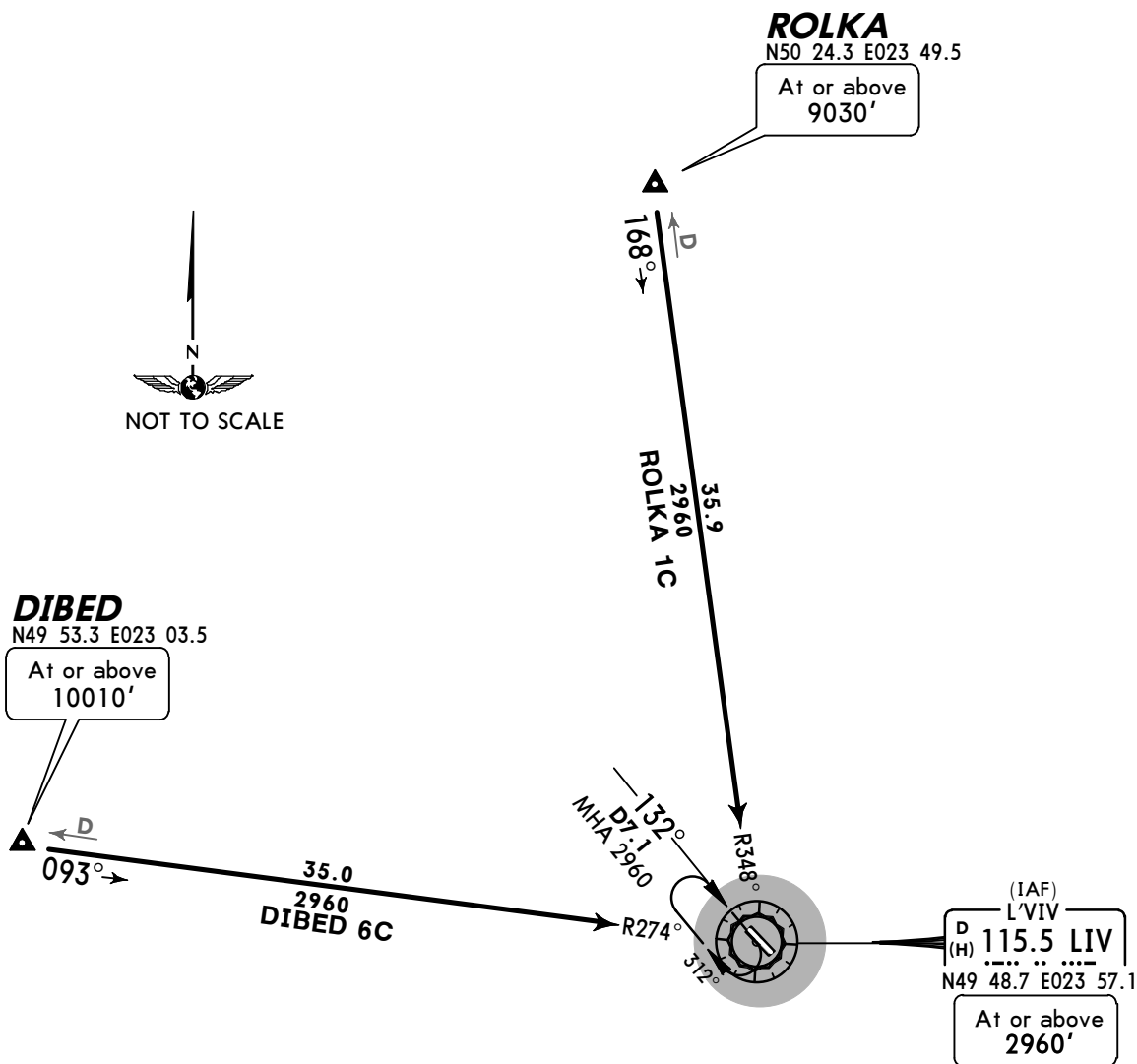
ATIS
128.7 (Russian 124.7)

Apt Elev
1077'

Alt Set: hPa (MM on request)
Trans level: By ATC Trans alt: 10010'



DIBED SIX CHARLIE (DIBED 6C) [DIBE6C]
ROLKA ONE CHARLIE (ROLKA 1C) [ROLK1C]
RWY 13 ARRIVALS



FT/METER CONVERSION

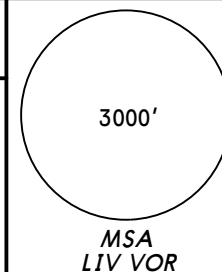
QNH
10010' - 3050m
9030' - 2750m
2960' - 900m

STAR	ROUTING
DIBED 6C	Intercept LIV R-274 inbound to LIV.
ROLKA 1C	Intercept LIV R-348 inbound to LIV.

ATIS
128.7 (Russian 124.7)

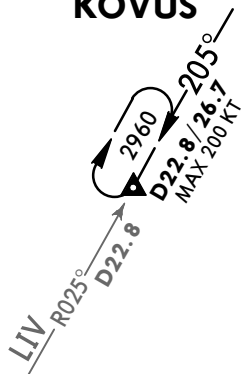
Apt Elev
1077'

Alt Set: hPa (MM on request)
Trans level: By ATC Trans alt: 10010'



DIBED SIX DELTA (DIBED 6D) [DIBE6D]
ROLKA ONE DELTA (ROLKA 1D) [ROLK1D]
ROLKA TWO ECHO (ROLKA 2E) [ROLK2E]
VABOD ONE DELTA (VABOD 1D) [VABO1D]
RWY 31 ARRIVALS

HOLDING OVER KOVUS



ROLKA
N50 24.3 E023 49.5
(LIV R-348/D35.9)

At or above
9030'

VABOD
N50 45.5 E024 47.7

At or above
9030'

Direct distance from BB to:
L'viv Apt 16 NM

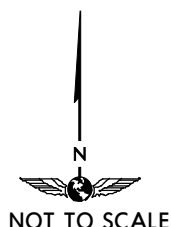
DIBED
N49 53.3 E023 03.5

At or above
10010'

L'VIV
D (H) 115.5 LIV
N49 48.7 E023 57.1

(IAF)
KOVUS
N50 08.5 E024 14.5

At or above
9030'



FT/METER CONVERSION

QNH
10010' - 3050m
9030' - 2750m
2960' - 900m

(IAF)
BIBRKA
432 BB
N49 38.6 E024 16.9

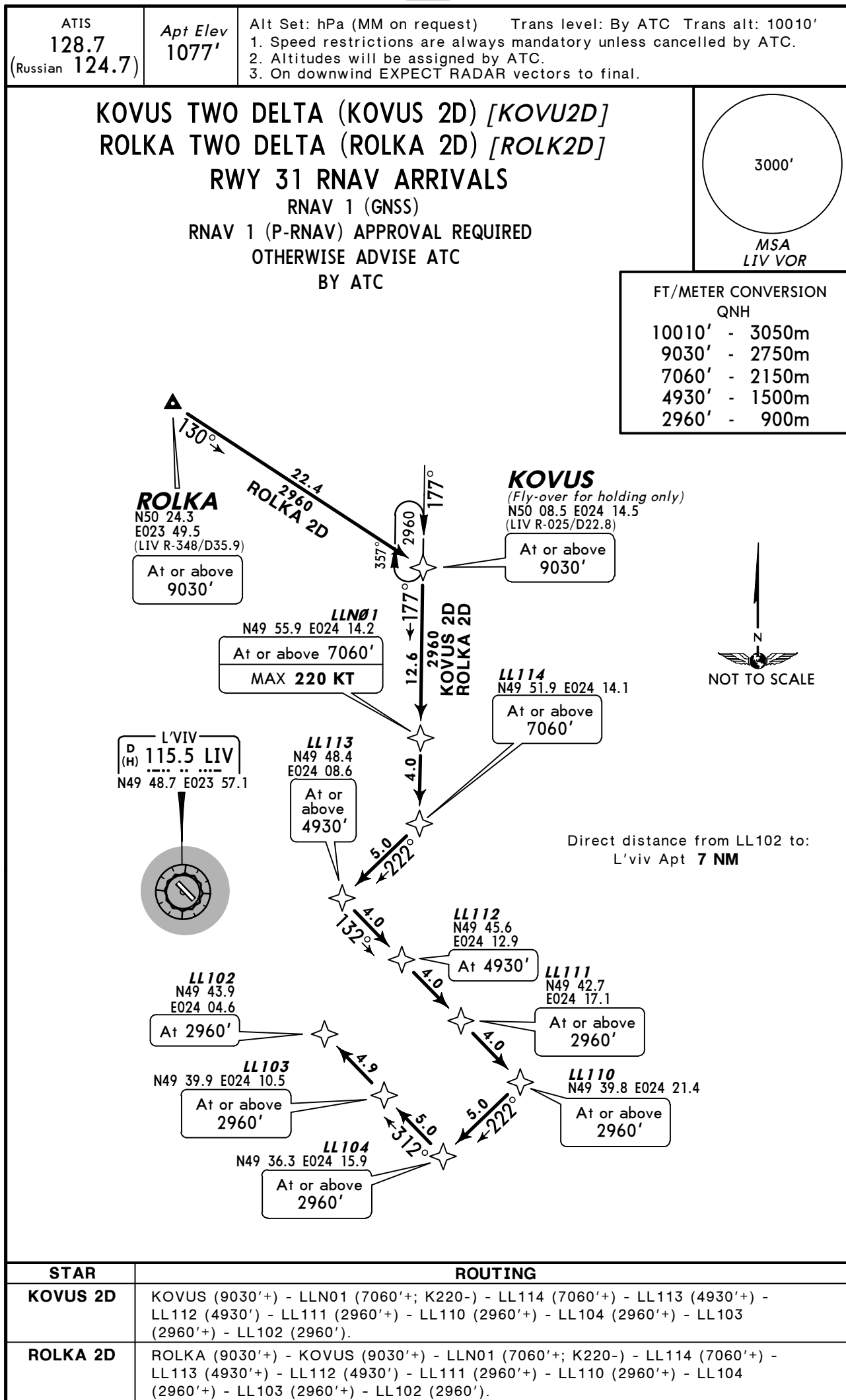
At or above
2960'

STAR

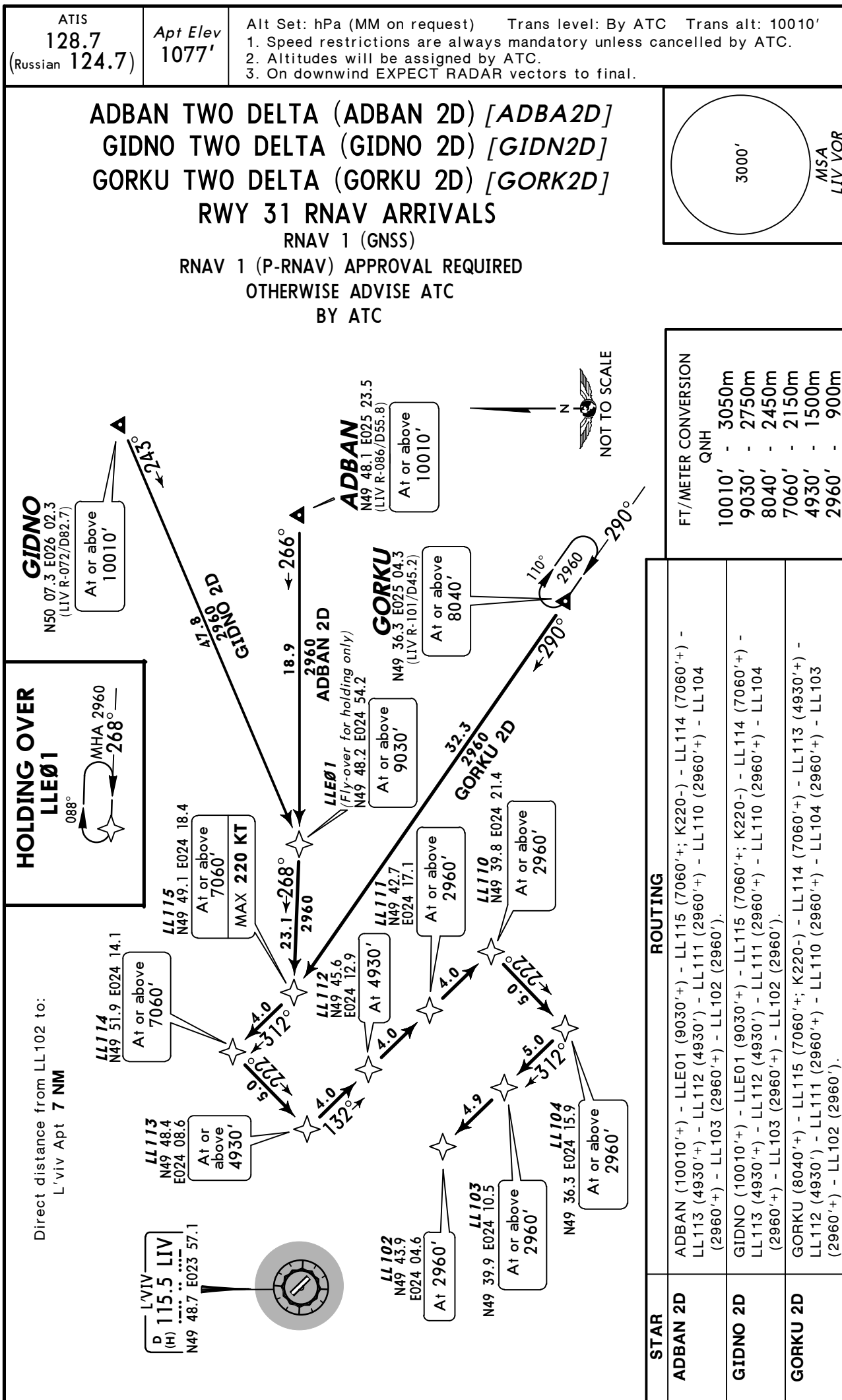
ROUTING

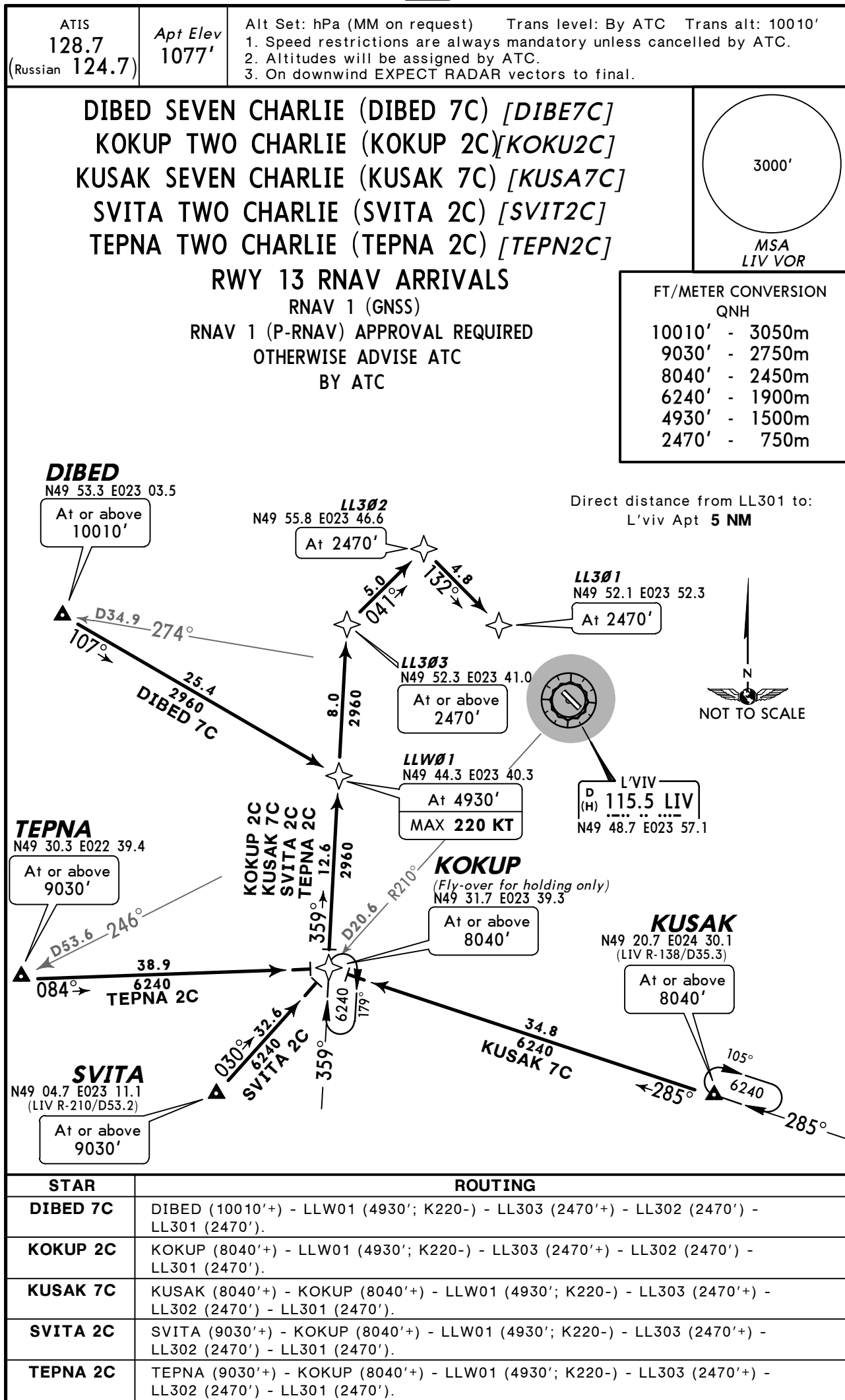
DIBED 6D	Intercept 103° bearing to BB.
ROLKA 1D	Intercept 155° bearing to BB.
ROLKA 2E	On 130° track to KOVUS.
VABOD 1D	On 206° track to KOVUS.

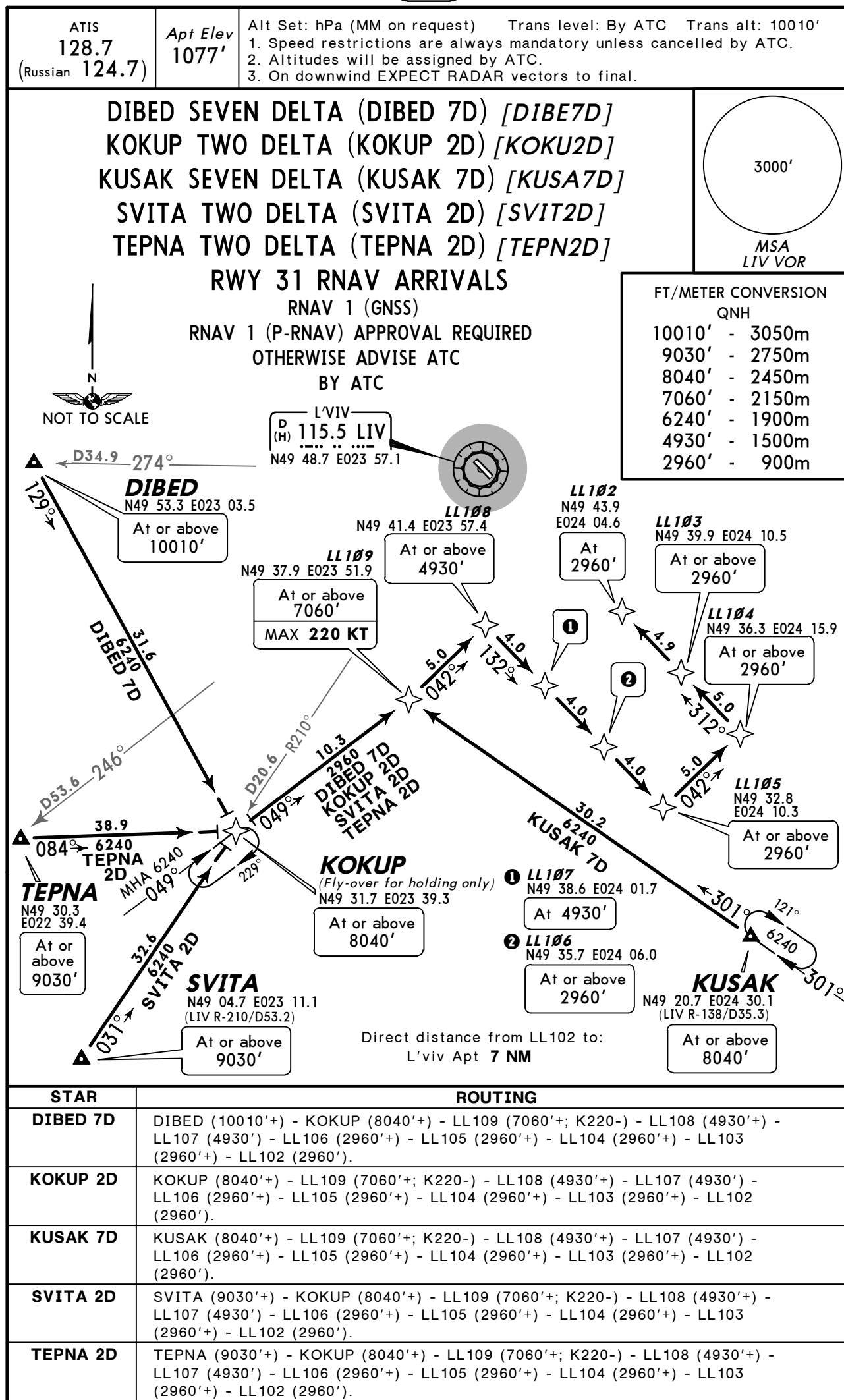
CHANGES: ATIS freq cmnsd; RNAV STARs rvsd, transferred & withdr; chart reindexed. © JEPPESEN, 2012. ALL RIGHTS RESERVED.

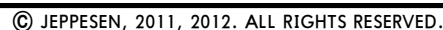


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Trans level: By ATC Trans alt: 10010'

3000'

MSA
LIV VOR



SID	ROUTING
ADBAN 1B	Climb on 312° track to LIV 6.5 DME, turn LEFT, intercept LIV R-266 inbound to LIV, LIV R-086 to ADBAN.
GIDNO 1B	Climb on 312° track to LIV 6.5 DME, turn LEFT, intercept LIV R-266 inbound to LIV, turn LEFT, LIV R-072 to GIDNO.
GORKU 1B	Climb on 312° track to LIV 6.5 DME, turn LEFT, intercept LIV R-266 inbound to LIV, turn RIGHT, LIV R-101 to GORKU.
KOVUS 1B	Climb on 312° track to LIV 6.5 DME, turn RIGHT, 084° track, at LIV R-018 turn LEFT, intercept LIV R-025 to KOVUS.
KUSAK 6B	Climb on 312° track to LIV 6.5 DME, turn RIGHT, intercept LIV R-359 inbound to LIV, turn LEFT, LIV R-138 to KUSAK.

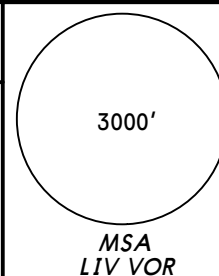
FEET/METER CONVERSION

GNH

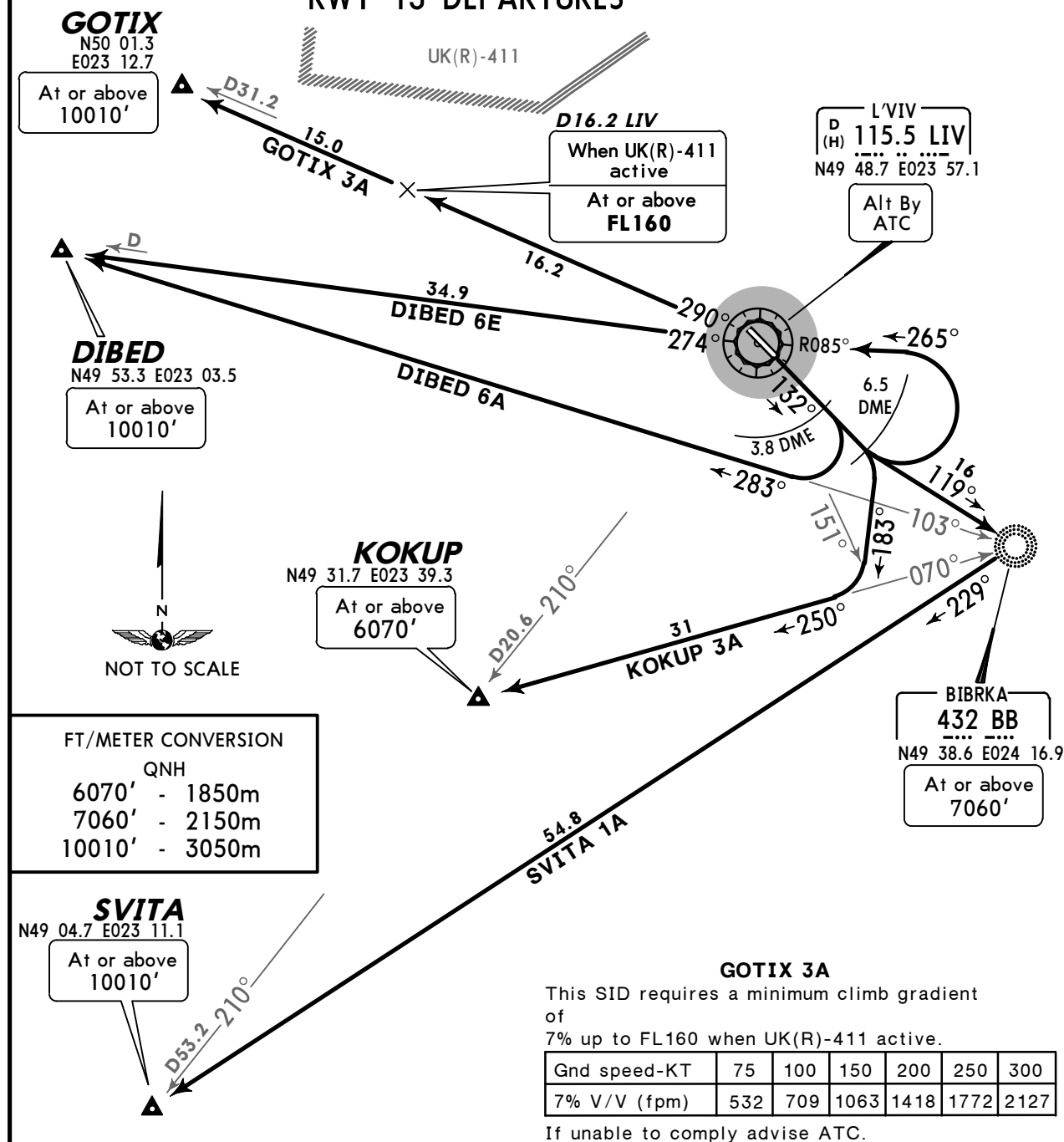
7060' - 2150m
8040' - 2450m
9030' - 2750m
10010' - 3050m

Apt Elev
1077'

Trans level: By ATC Trans alt: 10010'



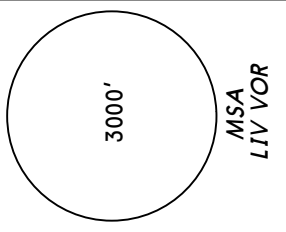
DIBED SIX ALFA (DIBED 6A) [DIBE6A]
DIBED SIX ECHO (DIBED 6E) [DIBE6E]
GOTIX THREE ALFA (GOTIX 3A) [GOTI3A]
KOKUP THREE ALFA (KOKUP 3A) [KOKU3A]
SVITA ONE ALFA (SVITA 1A) [SVIT1A]
RWY 13 DEPARTURES



SID	ROUTING
DIBED 6A	Climb on 132° track to LIV 3.8 DME, turn RIGHT, intercept 283° bearing from BB to DIBED.
DIBED 6E	Climb on 132° track to LIV 6.5 DME, turn LEFT, intercept LIV R-085 inbound to LIV, turn RIGHT, LIV R-274 to DIBED.
GOTIX 3A	Climb on 132° track to LIV 6.5 DME, turn LEFT, intercept LIV R-085 inbound to LIV, turn RIGHT, LIV R-290 to GOTIX.
KOKUP 3A	Climb on 132° track to LIV 6.5 DME, turn RIGHT, 183° track, at LIV R-151 turn RIGHT, intercept 250° bearing from BB to KOKUP.
SVITA 1A	Climb on 132° track to LIV 6.5 DME, turn LEFT, intercept 119° bearing to BB, turn RIGHT, 229° bearing to SVITA.

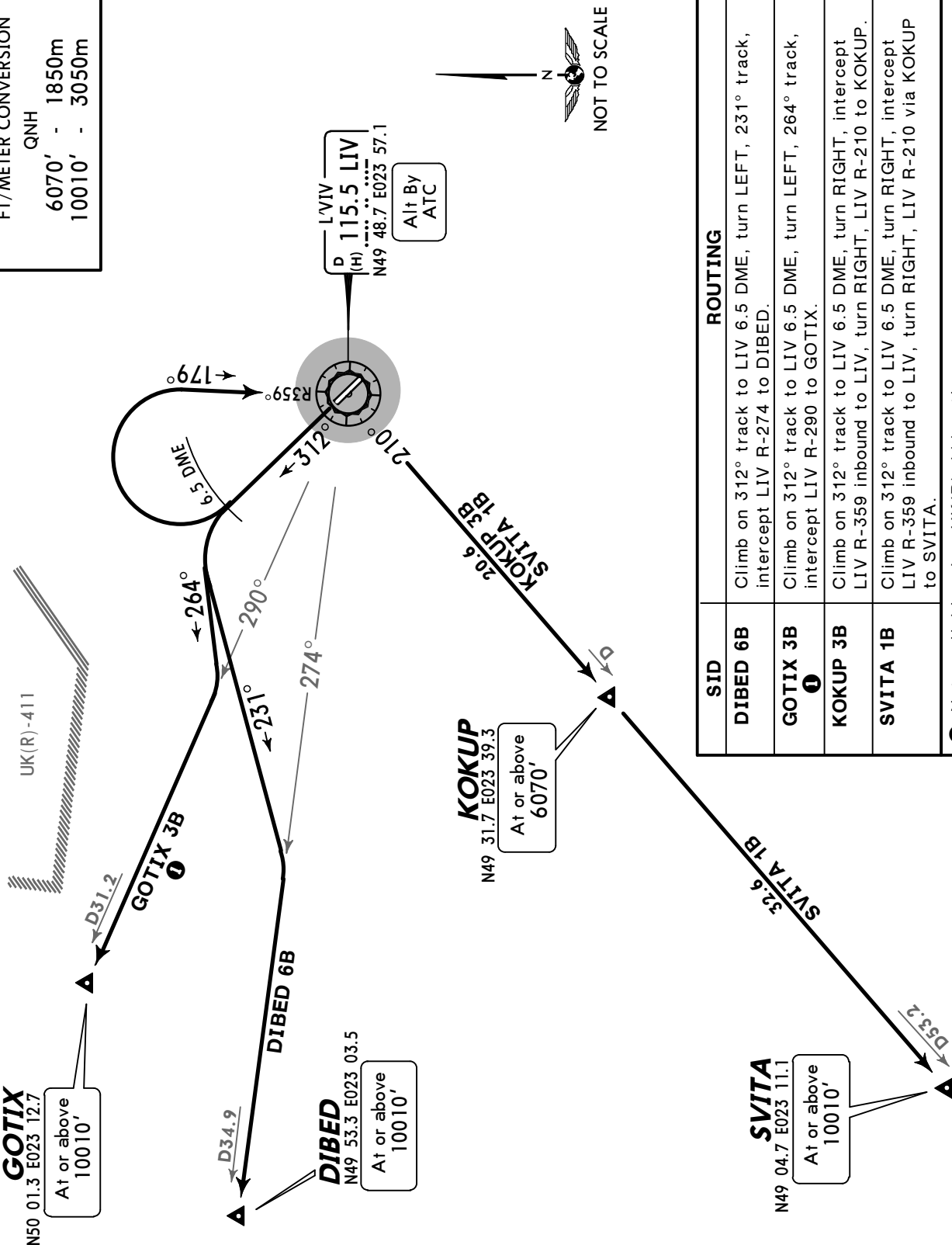
Apt Elev
1077'

Trans level: By ATC Trans alt: 10010'



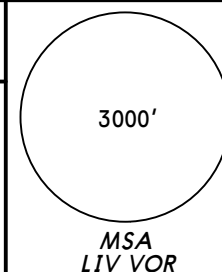
DIBED SIX BRAVO (DIBED 6B) [DIBE6B]
GOTIX THREE BRAVO (GOTIX 3B) [GOTI3B]
KOKUP THREE BRAVO (KOKUP 3B) [KOKU3B]
SVITA ONE BRAVO (SVITA 1B) [SVIT1B]
RWY 31 DEPARTURES

FT/METER CONVERSION
QNH
6070' - 1850m
10010' - 3050m



Apt Elev
1077'

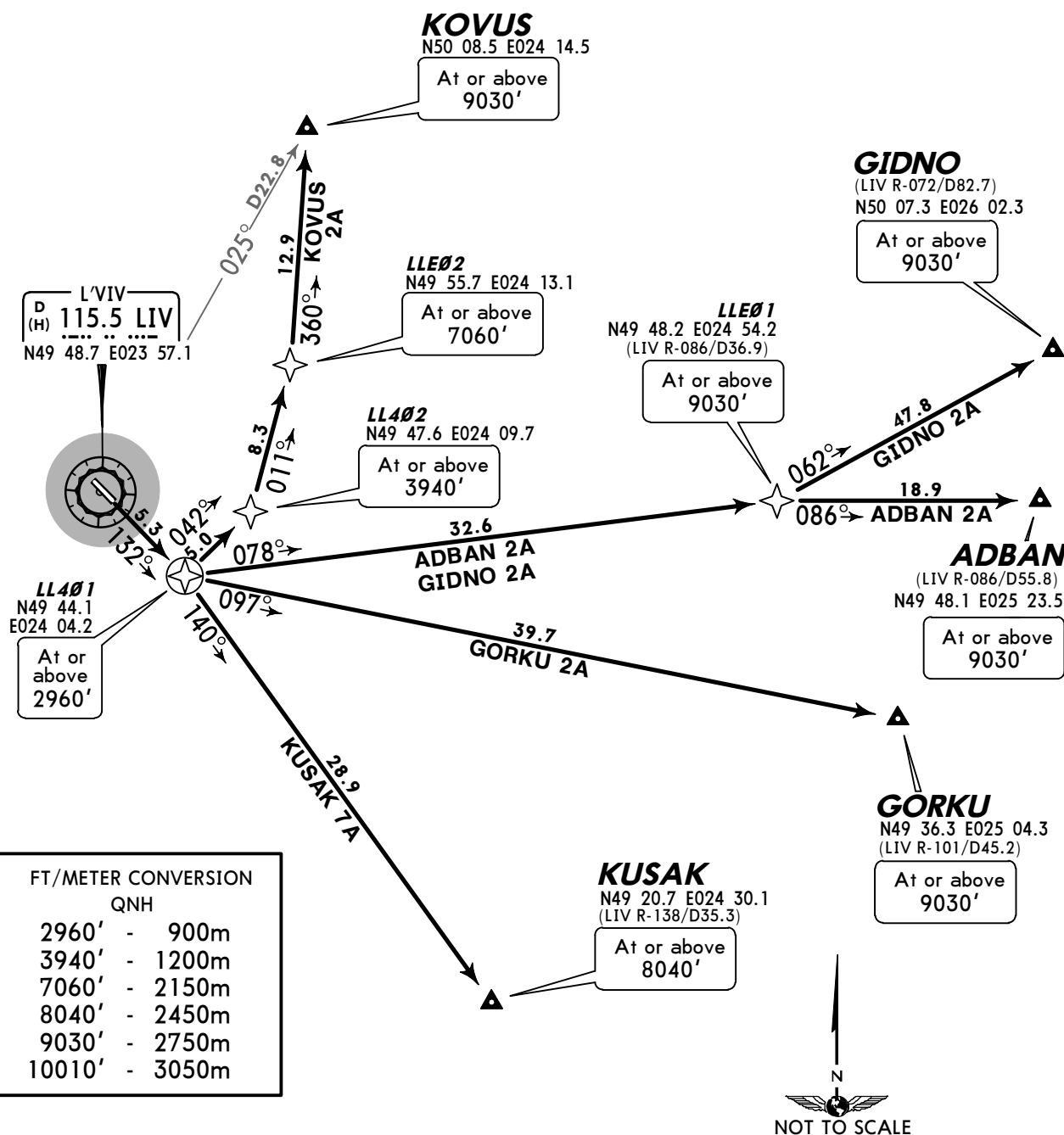
Trans level: By ATC Trans alt: 10010'



ADBAN TWO ALFA (ADBAN 2A) [ADBA2A]
GIDNO TWO ALFA (GIDNO 2A) [GIDN2A]
GORKU TWO ALFA (GORKU 2A) [GORK2A]
KOVUS TWO ALFA (KOVUS 2A) [KOVU2A]
KUSAK SEVEN ALFA (KUSAK 7A) [KUSA7A]
RWY 13 RNAV DEPARTURES

RNAV 1 (GNSS)

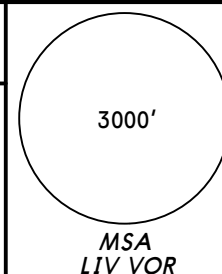
RNAV 1 (P-RNAV) APPROVAL REQUIRED, OTHERWISE ADVISE ATC



SID	ROUTING
ADBAN 2A	LL401 (2960'+) - LLE01 (9030'+) - ADBAN (9030'+).
GIDNO 2A	LL401 (2960'+) - LLE01 (9030'+) - GIDNO (9030'+).
GORKU 2A	LL401 (2960'+) - GORKU (9030'+).
KOVUS 2A	LL401 (2960'+) - LL402 (3940'+) - LLE02 (7060'+) - KOVUS (9030'+).
KUSAK 7A	LL401 (2960'+) - KUSAK (8040'+).

Apt Elev
1077'

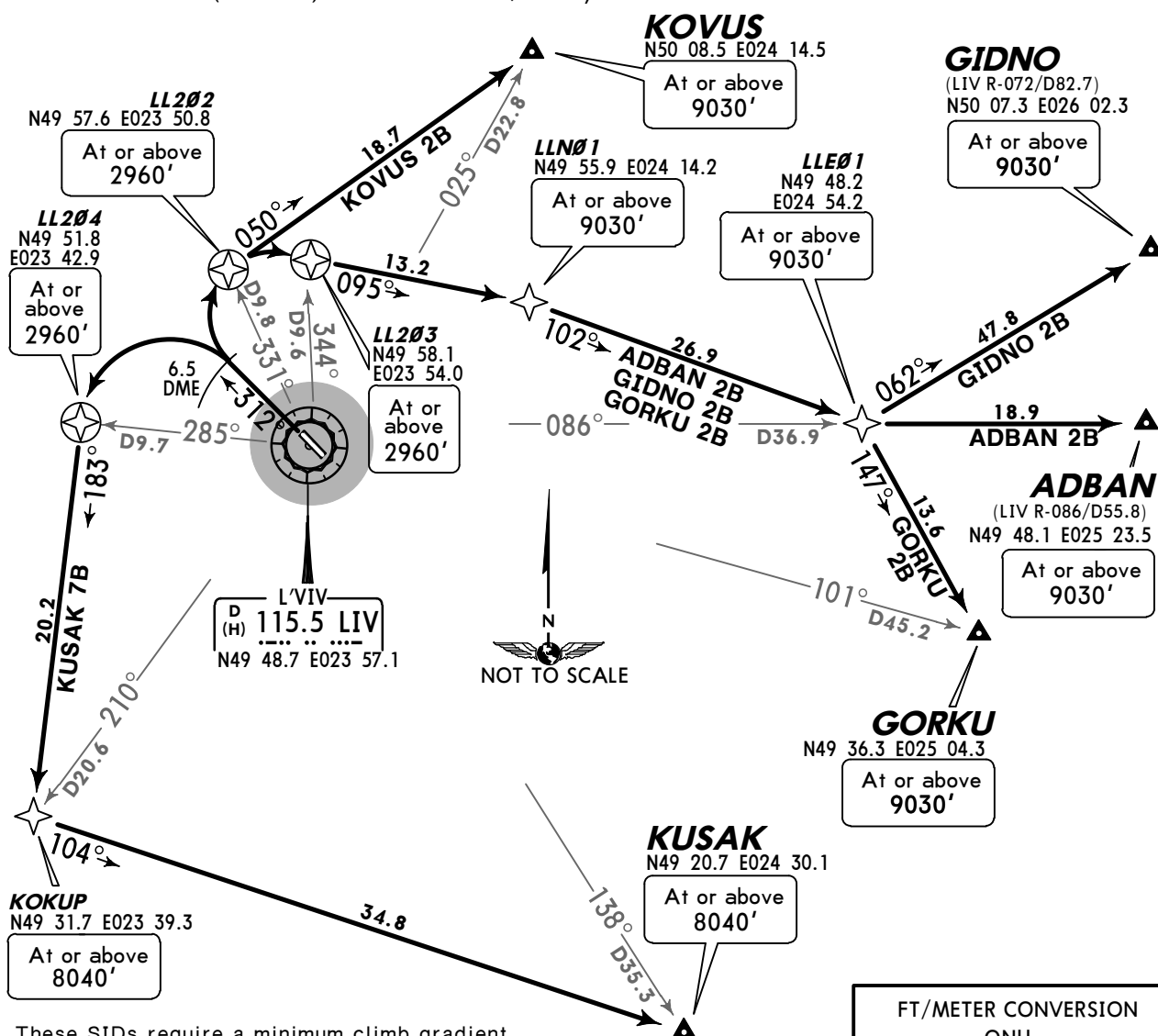
Trans level: By ATC Trans alt: 10010'



ADBAN TWO BRAVO (ADBAN 2B) [ADBA2B]
GIDNO TWO BRAVO (GIDNO 2B) [GIDN2B]
GORKU TWO BRAVO (GORKU 2B) [GORK2B]
KOVUS TWO BRAVO (KOVUS 2B) [KOVU2B]
KUSAK SEVEN BRAVO (KUSAK 7B) [KUSA7B]
RWY 31 RNAV DEPARTURES

RNAV 1 (GNSS)

RNAV 1 (P-RNAV) APPROVAL REQUIRED, OTHERWISE ADVISE ATC



These SIDs require a minimum climb gradient of 7% up to 2960'.

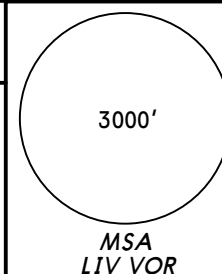
Gnd speed-KT	75	100	150	200	250	300
7% V/V (fpm)	532	709	1063	1418	1772	2127

FT/METER CONVERSION	
QNH	
2960'	- 900m
8040'	- 2450m
9030'	- 2750m
10010'	- 3050m

SID	INITIAL CLIMB (CONVENTIONAL)
ADBAN 2B, GIDNO 2B, GORKU 2B	On runway track to LIV 6.5 DME, turn RIGHT to LL203.
KOVUS 2B	On runway track to LIV 6.5 DME, turn RIGHT to LL202.
KUSAK 7B	On runway track to LIV 6.5 DME, turn LEFT to LL204.
SID	ROUTING
ADBAN 2B	LL203 (2960'+) - LLN01 (9030'+) - LLE01 (9030'+) - ADBAN (9030'+).
GIDNO 2B	LL203 (2960'+) - LLN01 (9030'+) - LLE01 (9030'+) - GIDNO (9030'+).
GORKU 2B	LL203 (2960'+) - LLN01 (9030'+) - LLE01 (9030'+) - GORKU (9030'+).
KOVUS 2B	LL202 (2960'+) - KOVUS (9030'+).
KUSAK 7B	LL204 (2960'+) - KOKUP (8040'+) - KUSAK (8040'+).

Apt Elev
1077'

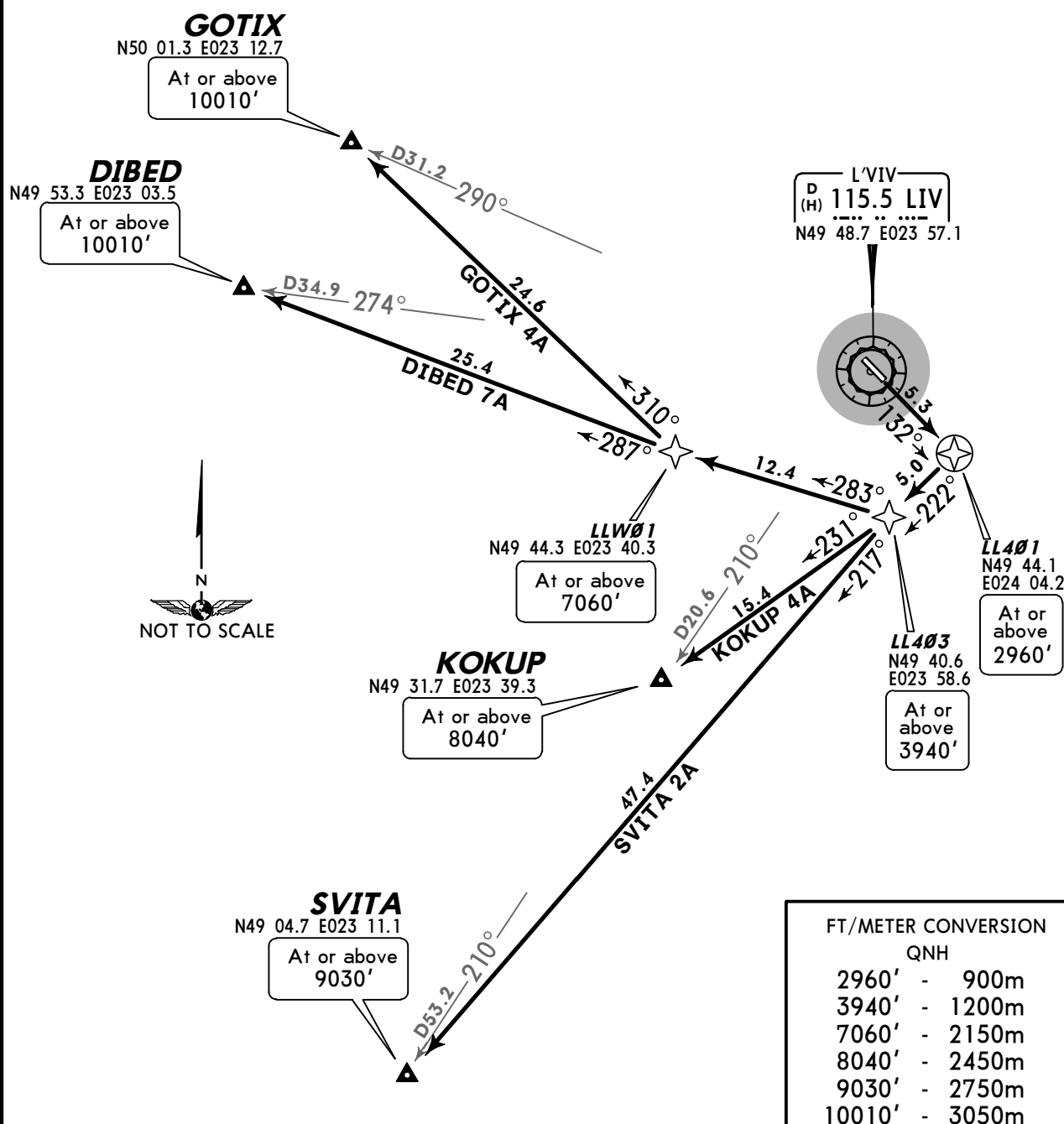
Trans level: By ATC Trans alt: 10010'



DIBED SEVEN ALFA (DIBED 7A) [DIBE7A]
GOTIX FOUR ALFA (GOTIX 4A) [GOTI4A]
KOKUP FOUR ALFA (KOKUP 4A) [KOKU4A]
SVITA TWO ALFA (SVITA 2A) [SVIT2A]
RWY 13 RNAV DEPARTURES

RNAV 1 (GNSS)

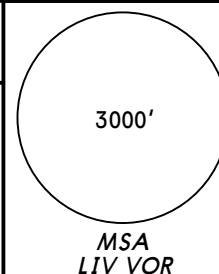
RNAV 1 (P-RNAV) APPROVAL REQUIRED, OTHERWISE ADVISE ATC



SID	ROUTING
DIBED 7A	LL401 (2960'+) - LL403 (3940'+) - LLW01 (7060'+) - DIBED (10010'+).
GOTIX 4A	LL401 (2960'+) - LL403 (3940'+) - LLW01 (7060'+) - GOTIX (10010'+).
KOKUP 4A	LL401 (2960'+) - LL403 (3940'+) - KOKUP (8040'+).
SVITA 2A	LL401 (2960'+) - LL403 (3940'+) - SVITA (9030'+).

Apt Elev
1077'

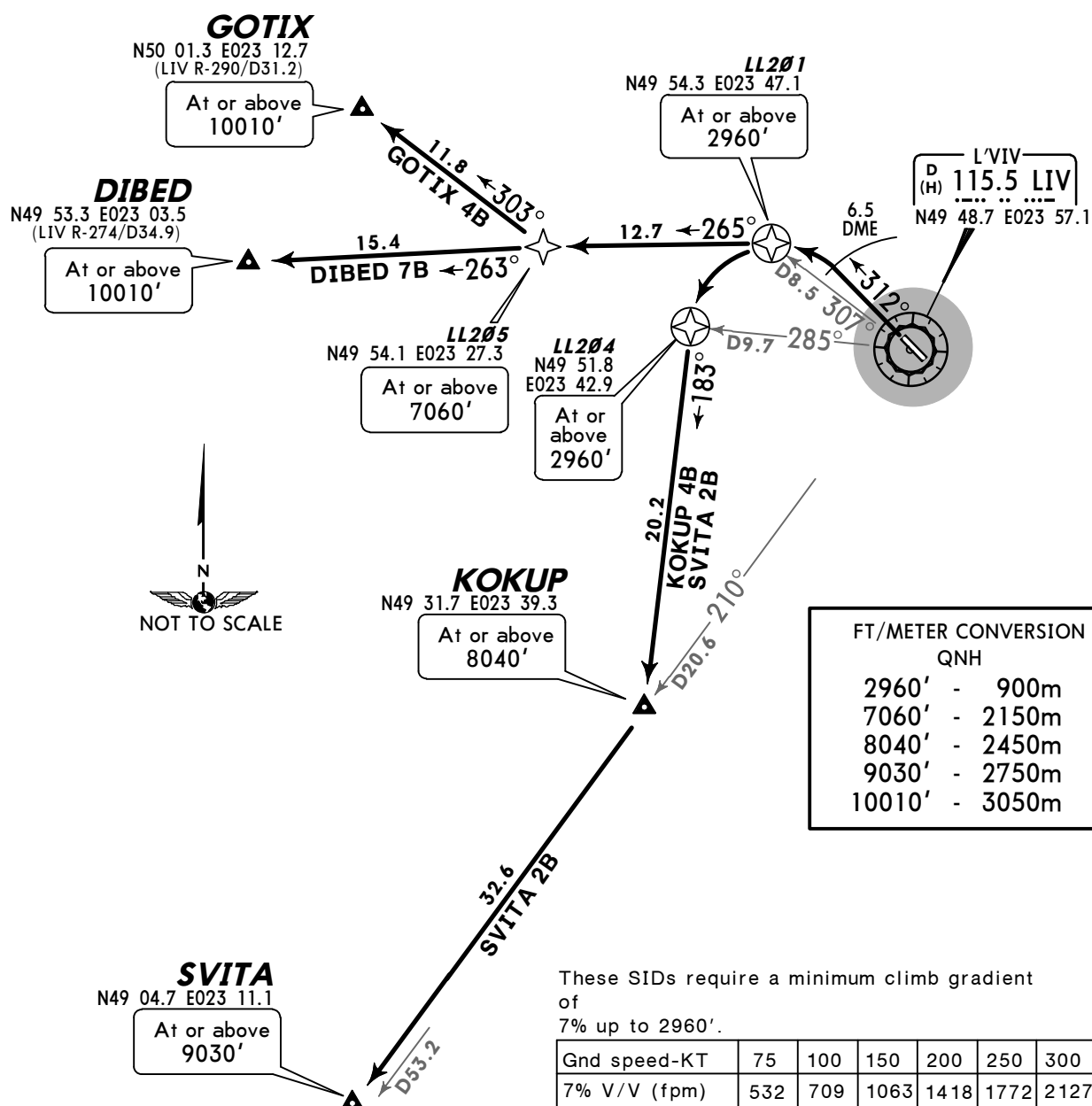
Trans level: By ATC Trans alt: 10010'



DIBED SEVEN BRAVO (DIBED 7B) [DIBE7B]
GOTIX FOUR BRAVO (GOTIX 4B) [GOTI4B]
KOKUP FOUR BRAVO (KOKUP 4B) [KOKU4B]
SVITA TWO BRAVO (SVITA 2B) [SVIT2B]
RWY 31 RNAV DEPARTURES

RNAV 1 (GNSS)

RNAV 1 (P-RNAV) APPROVAL REQUIRED, OTHERWISE ADVISE ATC



SID	INITIAL CLIMB (CONVENTIONAL)
DIBED 7B, GOTIX 4B	On runway track to LIV 6.5 DME, turn LEFT to LL201.
KOKUP 4B, SVITA 2B	On runway track to LIV 6.5 DME, turn LEFT to LL204.
SID	ROUTING
DIBED 7B	LL201 (2960'+) - LL205 (7060'+) - DIBED (10010'+).
GOTIX 4B	LL201 (2960'+) - LL205 (7060'+) - GOTIX (10010'+).
KOKUP 4B	LL204 (2960'+) - KOKUP (8040'+).
SVITA 2B	LL204 (2960'+) - KOKUP (8040'+) - SVITA (9030'+).

NOISE ABATEMENT

GENERAL

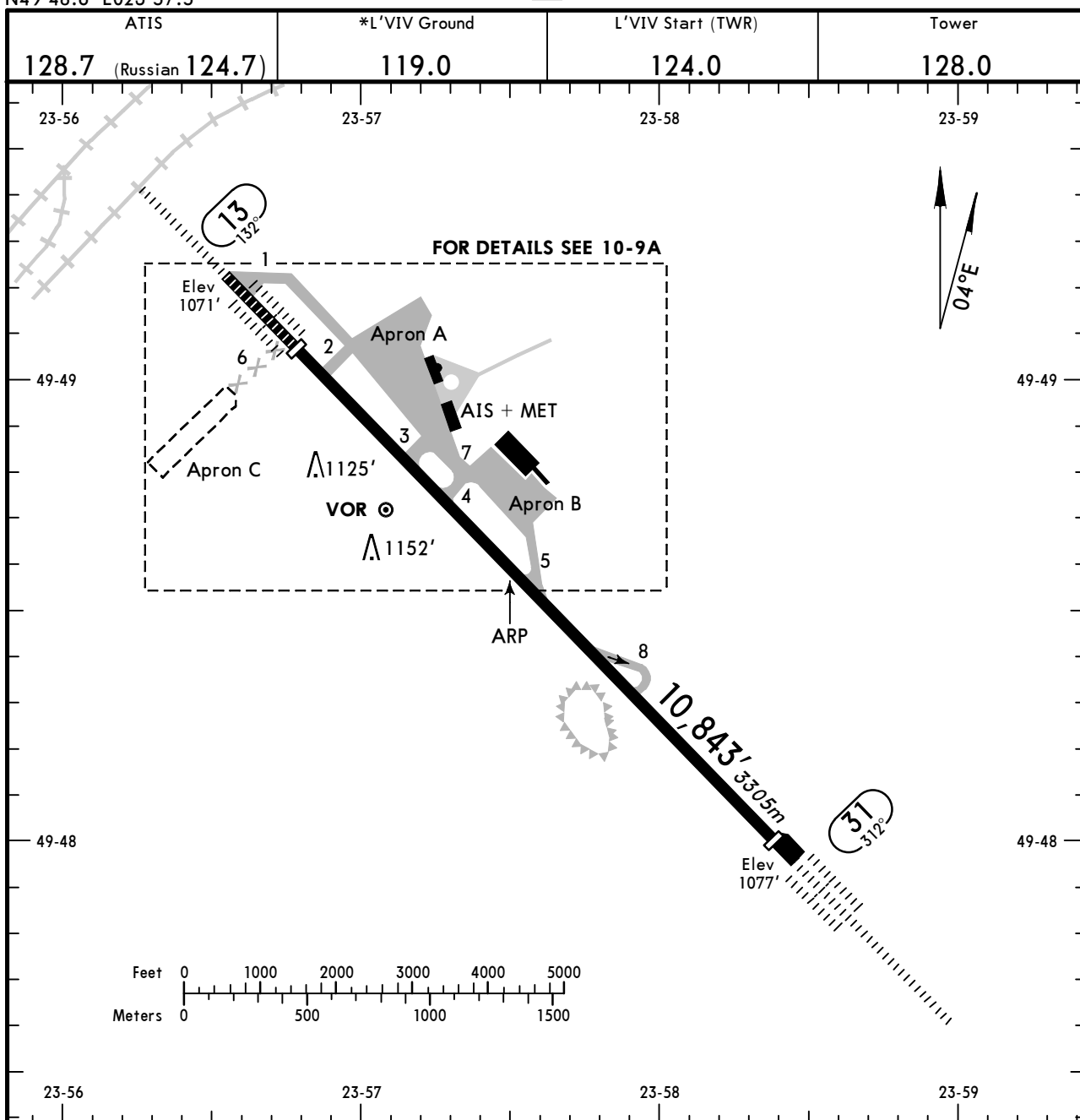
| Flights over the city below 2960' are prohibited.

| Special noise abatement procedure is performed during take-off and landing:
The first turn after take-off is performed at an altitude of 1420' and at a distance of 3.8NM when flying to DIBED;
when flying to DIBED, GOTIX by LEFT turn or 6.5NM in the direction of exit scheme.

UKLL/LWO
Apt Elev 1077'
N49 48.6 E023 57.5

JEPPESEN
30 NOV 12 **10-9** Eff 13 Dec

L'VIV, UKRAINE
L'VIV



ADDITIONAL RUNWAY INFORMATION							
RWY						USABLE LENGTHS	
						LANDING BEYOND	TAKE-OFF
						Threshold	Glide Slope
13						9498' 2895m	8526' 2599m
31						10,449' 3185m	9689' 2953m
							10,384' 3165m

① PAPI-L (angle 3.0°)

JAR-OPS

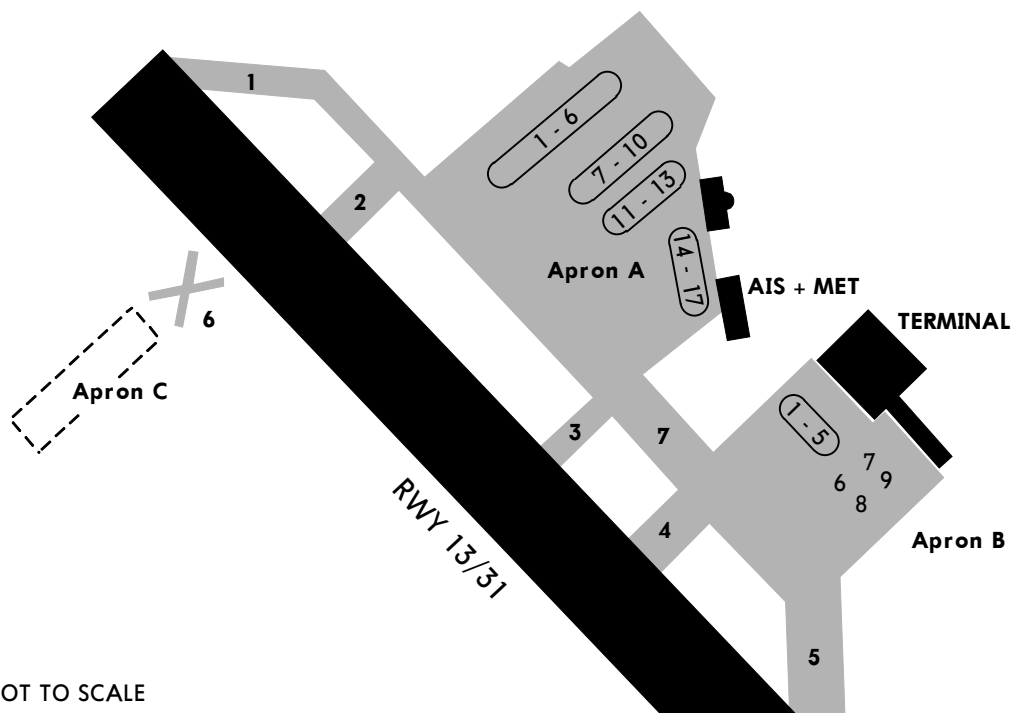
TAKE-OFF ①

All Rwys					
LVP must be in force					
Approved Operators	HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL
A					
B	125m	150m	200m	250m	400m
C					
D	150m	200m	250m	300m	500m

① Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.

CHANGES: ATIS frequency.

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Movement of acfts are prohibited without controller's clearance.

Taxiing of acfts with Follow-me assistance.

Twys 1, 2, 6 and 8 for taxiing acfts code A, B and C.

Twys 3, 4, 5 and 7 for taxiing acft code A, B, C and D.

LOW VISIBILITY PROCEDURE (LVP)

LVP shall be applied when RVR is less than 400m.

Pilots will be informed by ATC about beginning of LVP.

- After landing pilots should report about leaving RWY.
- Taxiing and parking is performed with follow-me car only.
- Taxiing on TWY and apron is permitted only for one aircraft at a time.

STRAIGHT-IN RWY		A	B	C	D
13	ILS	1361' (292')	1371' (302')	1381' (312')	1391' (322')
	<i>FULL</i>	R650m	R700m	R700m	R800m
	<i>Limited</i>	R750m	R750m	R750m	R800m
	<i>ALS out</i>	R1400m	R1400m	R1400m	R1500m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ①	1560' (491')	1560' (491')	1560' (491')	1560' (491')
		R1500m	R1500m	R1500m	R1500m
		R1500m	R1500m	C2300m	C2300m
31	ILS	1317' (243')	1327' (253')	1336' (262')	1346' (272')
	<i>FULL</i>	R550m	R600m	R600m	R600m
	<i>Limited</i>	R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1300m	R1300m	R1300m	R1300m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ①	1560' (486')	1560' (486')	1560' (486')	1560' (486')
		R1500m	R1500m	R1500m	R1500m
	<i>ALS out</i>	R1500m	R1500m	C2300m	C2300m

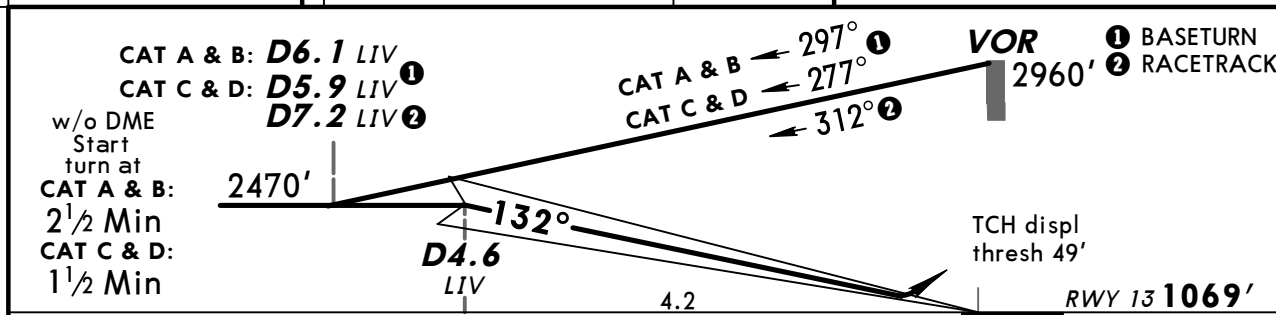
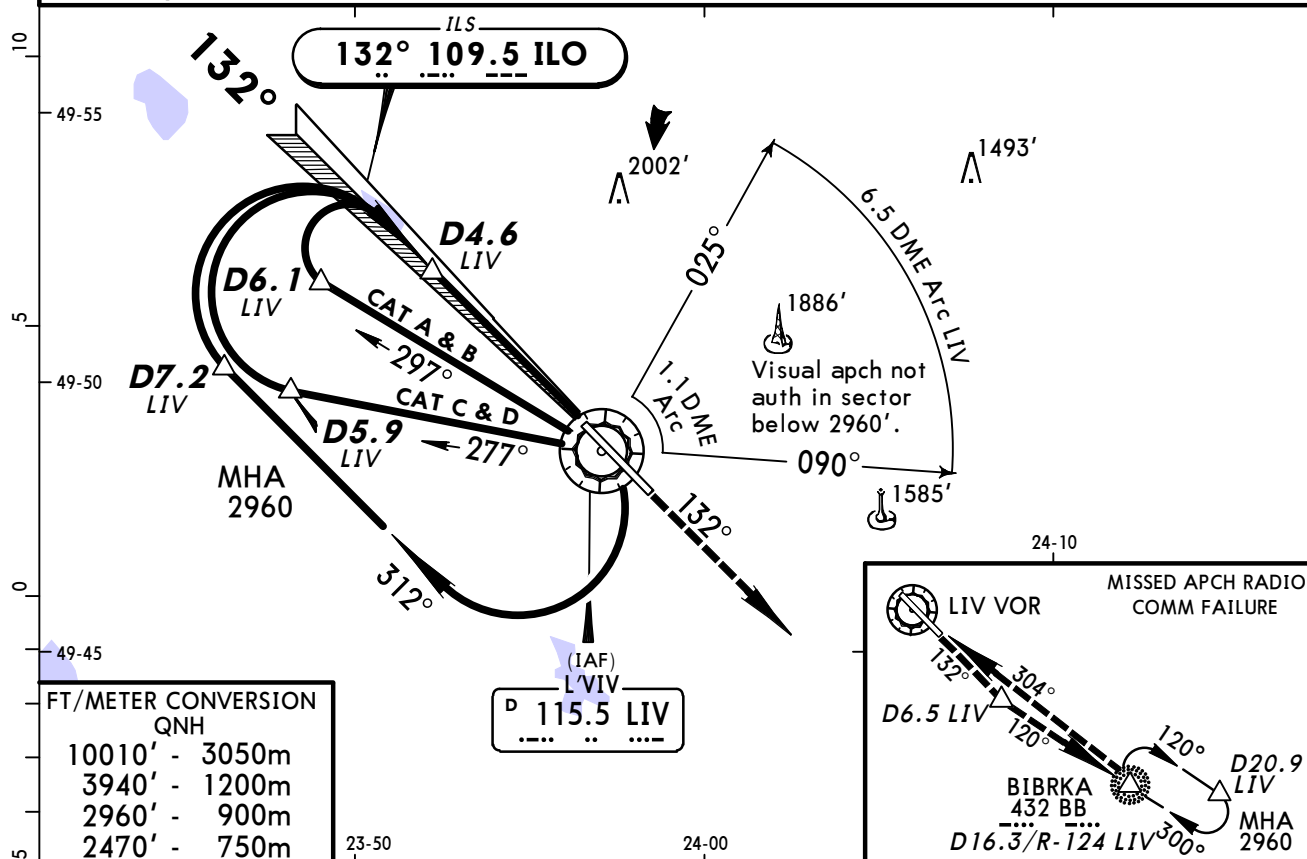
① Continuous Descent Final Approach.

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
	1730' (653')	1730' (653')	2300' (1223')	2300' (1223')
	V1500m	V1600m	V2400m	V3600m

TAKE-OFF RWY 13, 31

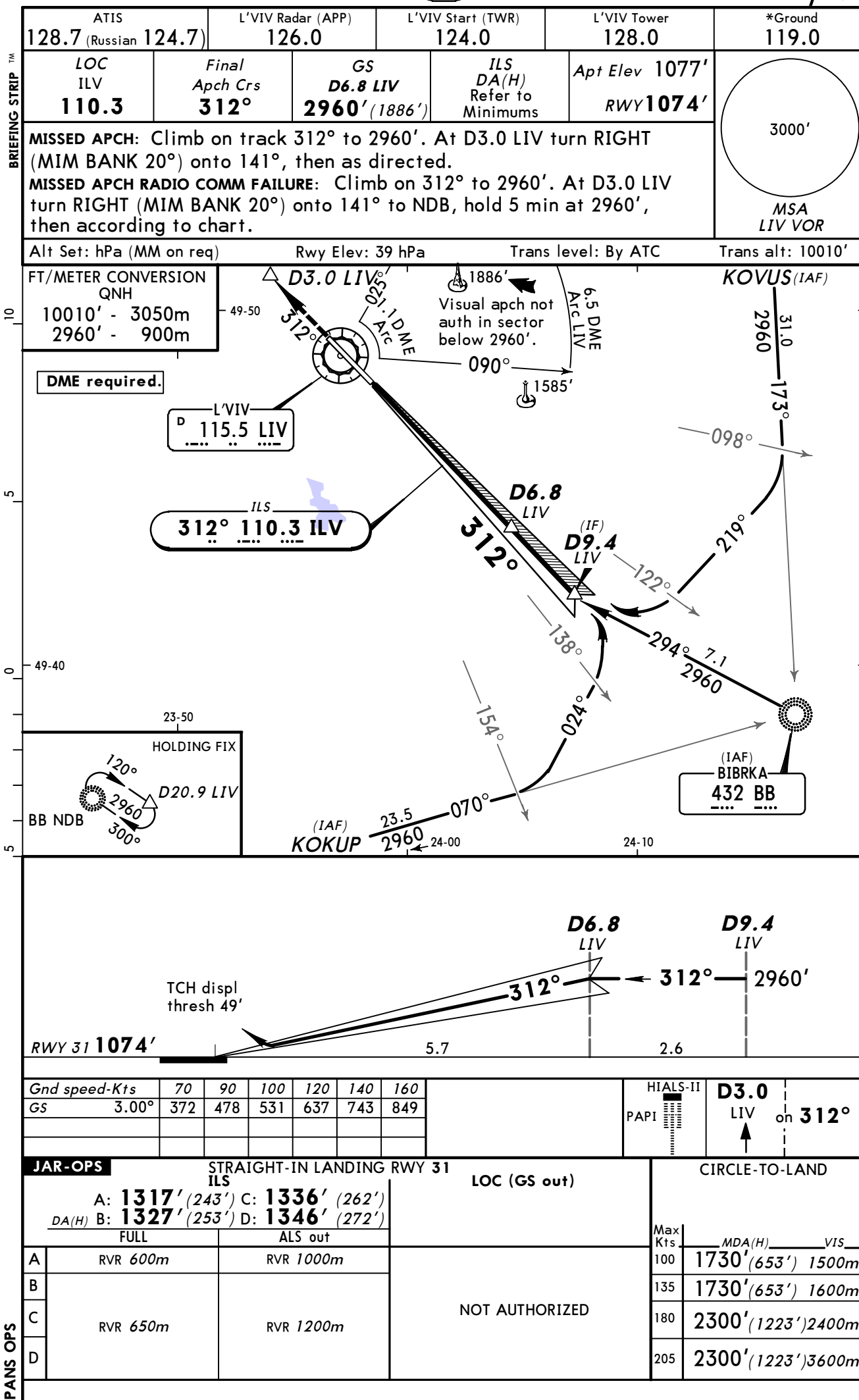
	Approved Operators HIRL & CL & mult. RVR req	LVP must be in Force			RCLM (DAY only) or RL	NIL (DAY only)
		RL & CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL		
A						
B	125m	150m	200m	250m	400m	500m
C						
D	150m	200m	250m	300m		

BRIEFING STRIP	ATIS 128.7 (Russian 124.7)	L'VIV Radar (APP) 126.0	L'VIV Start (TWR) 124.0	L'VIV Tower 128.0	*Ground 119.0
	LOC ILO 109.5	Final Apch Crs 132°	GS D4.6 LIV 2470' (1401')	ILS DA(H) Refer to Minimums	Apt Elev 1077' RWY 1069'
MISSED APCH: Climb on 132° to 3940', then as directed. MISSED APCH RADIO COMM FAILURE: Climb on 132° to 3940'. At 6.5 LIV turn LEFT onto 120° to NDB, hold 5 min at 3940', then continue on 304° to VOR, then according to chart.					3000'
Alt Set: hPa (MM on req) Rwy Elev: 39 hPa Trans level: By ATC 1.DME required. 2. Procedure restricted to MAX 230 KT.					MSA LIV VOR

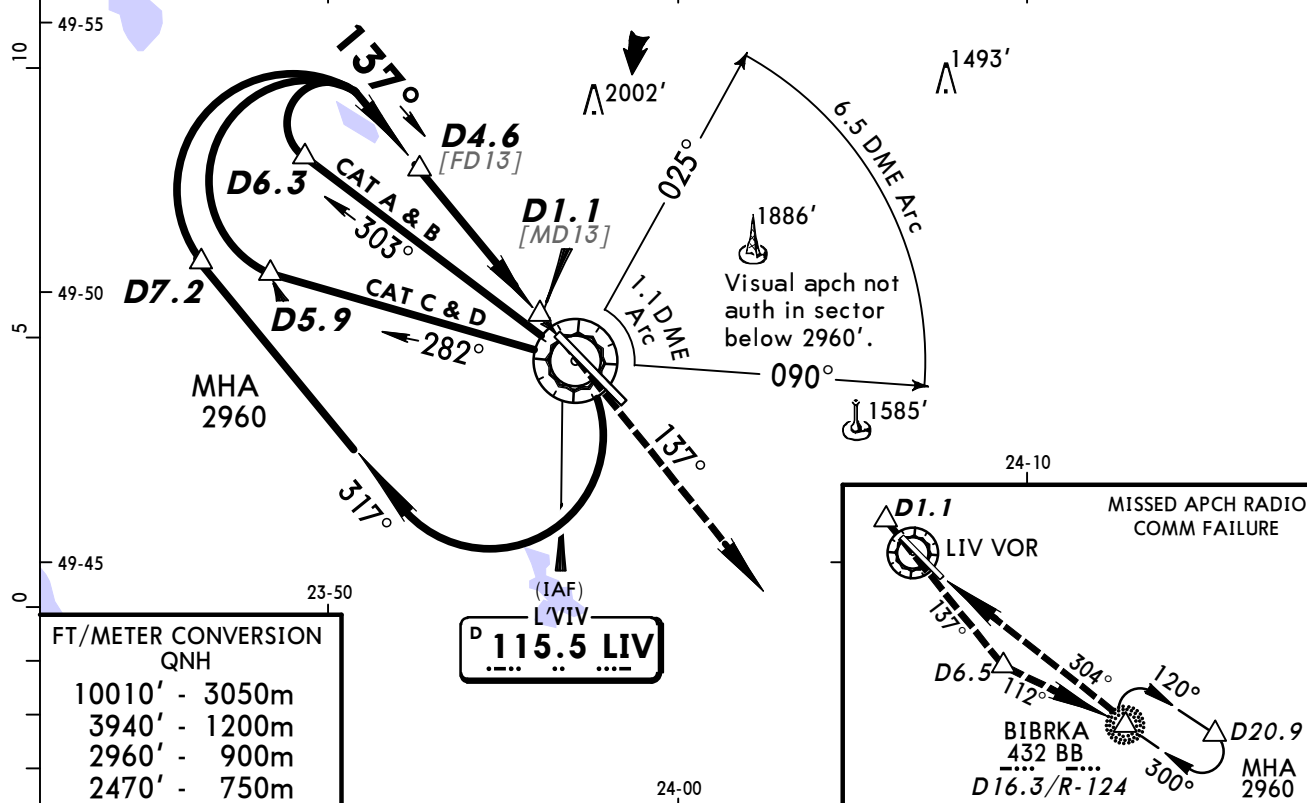


Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

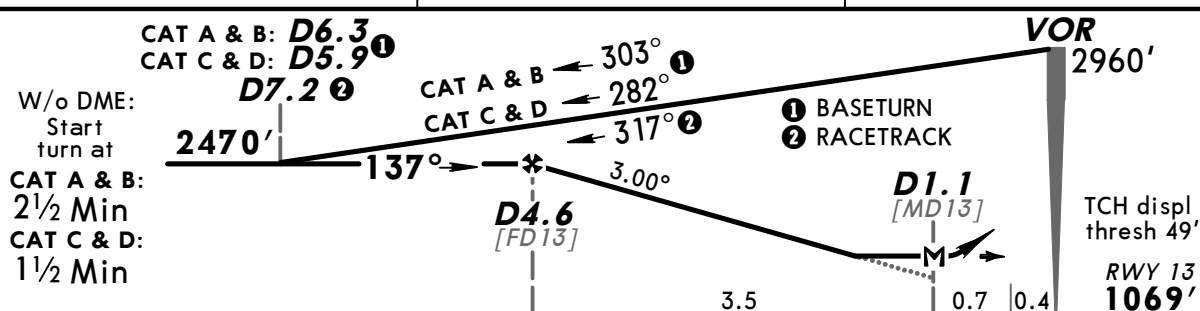
JAR-OPS			STRAIGHT-IN LANDING RWY 13			CIRCLE-TO-LAND		
A: 1361' (292') C: 1381' (312')			LOC (GS out)			Max Kts		
DA(H) B: 1371' (302') D: 1391' (322')			FULL			MDA(H)		
			ALS out			VTS		
A	RVR 650m					100	1730' (653')	1500m
B						135	1730' (653')	1600m
C	RVR 800m					180	2300' (1223')	2400m
D						205	2300' (1223')	3600m



BRIEFING STRIP™	ATIS 128.7 (Russian 124.7)	L'VIV Radar (APP) 126.0	L'VIV Start (TWR) 124.0	L'VIV Tower 128.0	*Ground 119.0
	VOR LIV 115.5	Final Apch Crs 137°	Minimum Alt D4.6 2470' (1401')	MDA(H) 1560' (491')	Apt Elev 1077' RWY 1069'
MISSED APCH: Climb on 137° to 3940', then as directed. MISSED APCH RADIO COMM FAILURE: Climb on 137° to 3940'. At D6.5 turn LEFT onto 112° to NDB, hold 5 min at 3940', then continue on 304° to VOR, then according to chart.					3000'
Alt Set: hPa (MM on req) Rwy Elev: 39 hPa Trans level: By ATC 1.DME required. 2. Procedure restricted to MAX 230 KT.					MSA LIV VOR



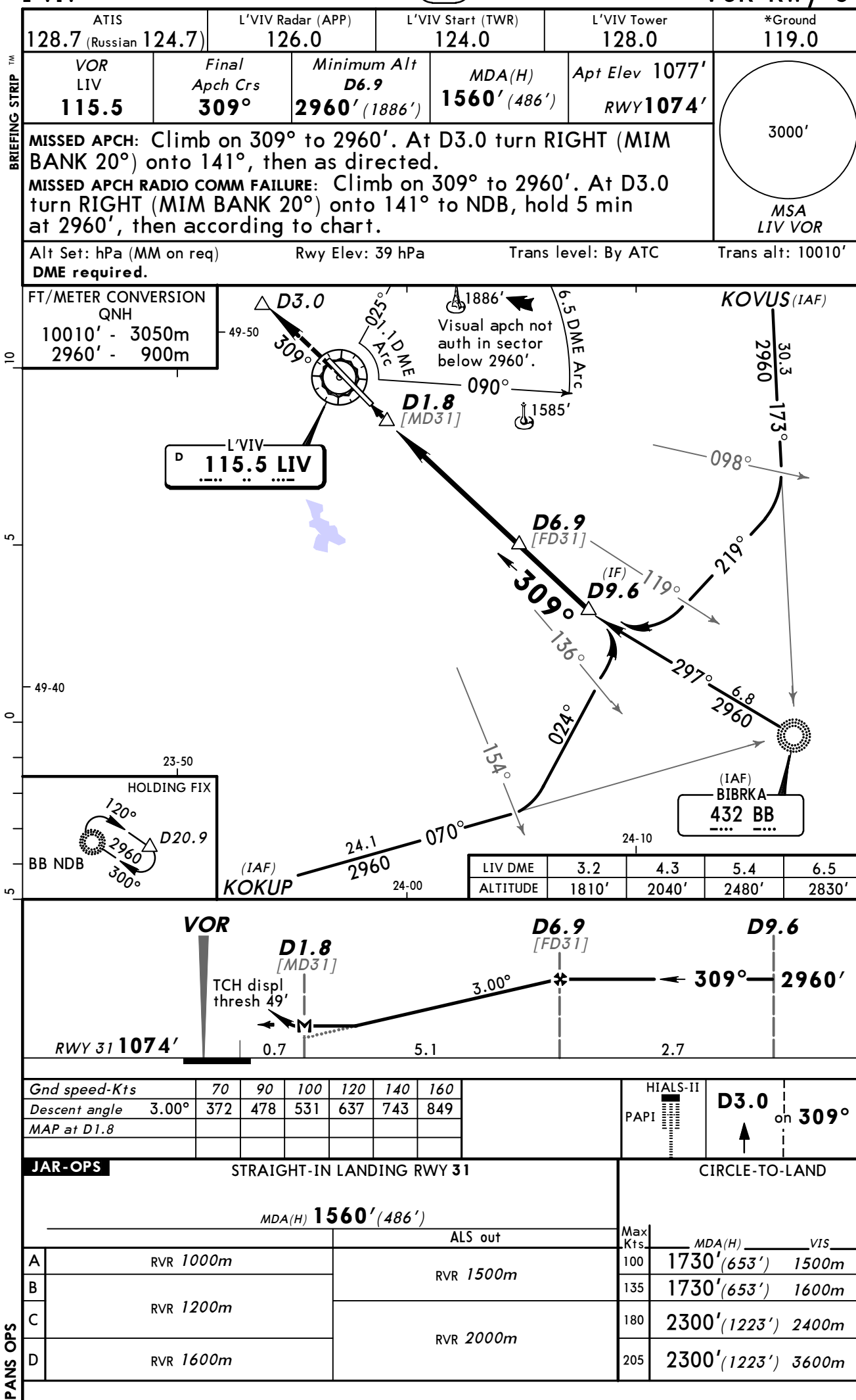
LIV DME	3.2	2.2
ALTITUDE	2020'	1690'



Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.00°	372	478	531	637	743	849
MAP at D1.1						

HIALS-II	3940'	on 137°
PAPI		

JAR-OPS			STRAIGHT-IN LANDING RWY 13			CIRCLE-TO-LAND		
			MDA(H) 1560' (491')					
			ALS out			Max Kts	MDA(H)	VIS
A	RVR 1000m		RVR 1500m			100	1730' (653')	1500m
B						135	1730' (653')	1600m
C	RVR 1200m					180	2300' (1223')	2400m
D	RVR 1600m		RVR 2000m			205	2300' (1223')	3600m



L'VIV, (L'VIV - UKLL)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport UKLL

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

During construction work on rwy SID/STARs renumbered and revised; refer to temp charts and latest NOTAMs.

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

New ATIS freq 124.7MHz available in Russian H24.